ject which she had either procured expressly, or which had perhaps fallen under her eyes by chance. She, on her part, had been desperately frightened, as she had good cause to be, for it was almost inconceivable to her that he could have accidentally gone so near the mark as he was going when her cry had stopped him. She felt that if he had pronounced the next half a dozen words, she must have gone mad there and then in the drawing-room where she sat, and she had instinctively prevented him proceeding any further. Then, in the convulsion of terror she felt, she had resorted to her sole comforter, the morphine, and it had not played her false. In a short time its influence was at work, and indeed the mere act of taking it was in itself soothing in the extreme. She felt herself growing calm again, and more able to face the new difficulties and terrors that had arisen in her path, and they were many. She had no doubt now that Ghisleri had either read the lost confession, or had spoken with some one who had. It was appalling to think that in that very room there might be a score of persons who knew what that letter contained as well as he. The morphine helped her wonderfully. But it was clear that Ghisleri had her in his power. An idea flashed across her mind. It was so simple that she wondered how she had not thought of it before. The letter had really fallen to the bottom of the shaft. Ghisleri, interested perhaps in the story of Paolo Braccio, had strolled down to the duageon again by himself and had seen the paper lying there. In that case he alone knew of its existence, or of its contents, besides herself and Lucia. The thought by himself and had seen the paper typic later. In that case he alone knew of its existence, or of its contents, besides herself and Lucia. The thought was so agreeable, compared with the alternative of supposing that all society knew the details of her evil deeds, that she clung to it. Then she looked at was so agreeable, compared with the alternative of supposing that all society knew the details of her evil deeds, that she clung to it. Then she looked at the man who, as she supposed, had power to dispose of her existence at his pleasure, and she wondered whether he had a price. All men had, she had heard, But as it seemed to her now, this particular man would not be like the generality, or else the price he would set on her letter would be of the kind which she could not possibly pay, because she would never be able to obtain for him what he might want. The feeling she had known in the first months of her torment returned upon her now, and very strongly—the awful feeling of degradation compared even with the worst of the people she knew. In her eyes, Ghisleri, with all his misdeeds, seemed a being of superior purity and goodness. He had never done what she had done, nor anything hypproaching to it in the most distant way. He had faced men in fair light, and hurt them, and been almost mortally hurthinself, but he had never stabbed an enemy in the back nor dealt a blow in the dark. He had loved more than one woman, and had been loved in return, but no one had ever hinted that a woman's confidence had passed his lips, nor that he had ever spoken lightly of any woman's good name. If he had done evil, he had done it fairly, defiantly, above board, and in the light of day. Adele envied him with all her heart as he sat then beside her, confident in his own honorable reputation—as bonor is reckened in the werld—and free to go and to come and to do what seemed good in his own eves without a second thought of the consequences or the least fear of betraying himself. There was not at that moment one person in the room with whom she would not have been only too glad to exchange places, station, fortune, name, reputation—everything. And she fancied Ghisleri knew it, as indeed he almost did, and she feared to meet his eyes.

The silence had lasted so long that it was fast hecoming awkward. It was rarely indeed that Ghisleri

## (To be continued.)

## TO BUILD COMPOSITE GUNBOATS.

SECRETARY HERBERT'S APPROVAL OF THE PLANS FOR WARSHIPS OF THIS KIND. The approval by Secretary Herbert of the recom-

mendation of the Board of Eureau Chiefs of the Navy Department to build two of the 1,200-ton gunboats on the composite plan is a radical change of the practice of the past in the American Navy, although this method of construction has been practised to a more or less extent in foreign navies, especially by the British Admiralty. The composite type means that the frames of the vessels

FROM BENCH AND BAR.

THE COURTS.

Judge James Fitzgerald is the youngest in years and in service on the bench among the four Judges of the Court of General Sessions. He has not yet com-pleted his forty-second year. He was educated in Ireland and in the public schools of this city. He was chosen to the Assembly in 1878, and after his service there was elected a member of the State Sen-ate. He was admitted to the bar in 1881. He served as Assistant District-Attorney under Randolph B. Martine and John R. Fellows, and in 1890 was elected Judge of the Court of General Sessions. His personal popularity and the earnestness with which his friends supported him were shown by the fact that he was the only successful candidate on the licket op-posed to Tammany Hall in that year. While he was posed to Tammany Hall in that year. While he was a prosecutor, Assistant District-Attorney Fizzgerald tried many important cases. One of the most arduous of these was the Kohut arson case. On the trial some unforescen difficulty arose about showing the identity of the woman who was killed, and it became necessary to prove that every other person in the large crowded tenement-house in which the fire occurred was seen alive after the mremen arrived. Mr. Fitzgerald with great industry succeeded in securing evidence to show that every one of the hundreds of persons in the house other than those whose death he wished to prove, had been seen after the fire. Of the many cases involving questions of importance at the trial in which he has presided as Judge are the murder case of Harris A. Smiler and the trial of Dr. Henry G. McGonegal, accused of malpractice. His rallings in these and in almost all other cases have been approved by the higher courts. Judge Fitzgerald is gifted with unusual eloquence, and has a faculty for the clear, succinct statement of a case. His charges are models of judicial style, and he is enabled to condense the history of a crose so greatly that in some of the most important cases his charges have been exceedingly brief. He is courteous to counsel and a favorite with the furors. He uses great care in imposing sentences, always causing close investigation to be made as to the previous character of those convicted before him.

To morrow is the beginning of the last term before prosecutor, Assistant District-Attorney Fitzgerald

To-morrow is the beginning of the last term before the long summer vacation, and it is probable that both indges and lawyers will hurry through the remaining few weeks of, the court year with as little labor as possible. Many lawyers think that the last month has been less busy than May usually is in the trial courts. The Appellate Courts have been busily occupied, and have kept their calendars as clear as occupied, and have kept their calendars as clear as usual. The United States Circuit Court of Appeals has maintained its usual record for finishing up its business completely before taking the sammer recess. The General Terms of the several courts have also kept well up with the business before them. The jury calendars in some of the civil courts are, however, large, and the fault appears to lie largely with the attorneys themselves. In the criminal courts the number of cases undisposed of is much smaller than usual, and there will probably be comparatively few prison cases for trial in the summer terms. The attraction of the crowds at the Chicago Fair appears to be great enough to draw away many members of the criminal classes from their usual haunts. A. Oakey Hall, formerly District-Attorney and

Mayor of this city, and now an active practitioner of the law here, contributes to the May number of "The Green Bag" a valuable paper on "English and American Bar in Contrast." Mr. Hall practised his profession in London for several years, and in this tty for many years, and is enabled to write with unusual knowledge on this subject. He shows how sinal dioutward considerations sank into insignificance. The effort was inade at last by Adele, the one of the two who had by far the most at "Ane you aware," she began, with an attempt at playtalness which was almost weird, "that you have not spoken a sincle word during the last quarter of an hour? Have you quite for gotten my existence? My dear friend, you are growing almost rude in your old and." "Good manners were never archively." "But you aware quit which must be respected if society is keep togother and hold up its head—though why it should not lay down that same head and left itself go to pieces is beyond me comprehension. Present company is always excepted, you keep the properties and hold up its head—though why it should not lay down that same head and left itself go to pieces is beyond me comprehension. Present company is always excepted, you keep the properties and hold up its head—though why it should not lay down that same head and left itself go to pieces is beyond me comprehension. Present company is always excepted, you keep the properties and hold up its head—though why it should not lay down that same head and left itself go to pieces is beyond me comprehension. Present company is always excepted, you keep the properties of the prope greatly circumlocution and formality affect the pro-fession in England, increasing the cost of legal pro-ceedings and often embarrassing both lawyers and rilents. Mr. Hall has not by any means lost his pa-

of cases on the odd or humorous phases of the law, It is noted that the Massachusetts supreme Court has held that a law providing that wagons from which ofcomargarine is soid must bear placasis on the sides is not sufficiently compiled with by hanging the signs on the inside of the wagon. It is held in Virginia that a dispute between baseball players does not justify the captain of one nine in killing the captain of the other, though the Court does not go so far as to say that both captains may not join in killing the impire. Remarks derogatory of the pedigree of an imported stallion is held in Michigan to be slander, for which the owner may recover.

schools has begun, and many new degrees have already been conferred. The committee on examina tions has announced that it will meet on June 17, and all applicants for admission to the bar must file their papers on or before next saturday with the County Clerk. Most of the law schools have had successful sensoffs, and the number of graduates will

The English law journals have been considerably interested in the litigation in this country concerning the right to publish the Encyclopaedia Britannica containing some articles by American writers. "The Law Journal" of London quotes in full the recent Law Journal" of London quotes in fail the recent opinion of Judge Townsend, in the United States Cir-cuit Court, in this city. It refers to the opinion as of great legal and general interest, and adds; "But perhaps the most important aspect of Judge Town-send's opinion is the leaning which the initiated can see in it on the part of the American courts toward a more 'benevolent construction' of the ropyright law in regard to foreigners."

American Nar. although this method of construction hardest according to the amount of the structure and the properties of the composite type means that the frames of the vessels and part of the structure above the vyaterline be made of sted, but that the bulb occored with work planking. This wood planking them practically should be the properties of the class of three guibouts, of the and will each to 150 ones, creater displacement than the Markins and Castine, now fitting for service at Buth, No. 150 ones, creater displacement than the Markins and Castine, now fitting for service at Buth, No. 150 ones, the properties of the propertie

HOW THE CUP WAS FIRST WON

GATHERED FROM LAWYERS AND AMONG THE AMERICA'S FAMOUS RACE ABROAD.

SHE LEFT THE WHOLE BRITISH YACHTING

sailed, is one where currents and tides centend referred to by Mr. Schuyler would ever have

get in until the day after the race. Many of them became discouraged and anchored where night overtook them. The America was well handled throughout the race. From start to finish she showed her superiority over the British yachts SHE LEFT THE WHOLE BRITISH YACHTING

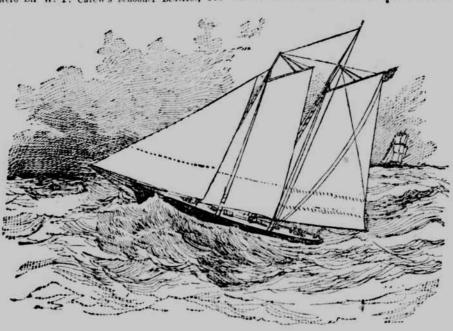
FLEET BEHIND HER-SUPERIOR WORK

OF THE AMERICAN CREW.

The first race for the America's Cup was sailed around the Isle of Wight on August 22, 1851. Of the yachts which sailed the seas then the America is probably the only one now in commission, and of participants and spectators the larger number have joined the silent majority. The Royal Yacht Squadron had offered a cup open to competition by yachts of all nations. The regarting of the vace, says, in a statement published in Coffin's "America's Cup" in 1885: "Had there been an allowance of time for tonnage, the Aurora, by Ackers's scale, would have been beaten by less than two minutes, although at one time eight miles astern; or had the drifting continued an hoar or two longer it would have given her the cup-in which case I have no doubt the America's superiority, instead of being a national triumph, would have been confined to the knowledge of experts only."

FAME MUST HAVE COME TO HER. in every respect. After the race G. H. Ackers, FAME MUST HAVE COME TO HER.

As it was, however, the America gained the victory her superiority deserved and became famous forever. Had she not won the race ut Cowes it is hardly probable that the obscurity overtaken her. She showed from the first such immense superiority over the British fleet that commodore Stevens would never have rested until he had demonstrated the excellencies of his boat to the world by some signal victory. The manner in which the America was handled in the race called forth praise from the observers. Before the start she had her sails down, but at the starting signal her nimble crew of American sailors set her mainsail, foresail, gaft-topsails and jib almost in an instant. One moment she was at almost in an instant. One moment she was at

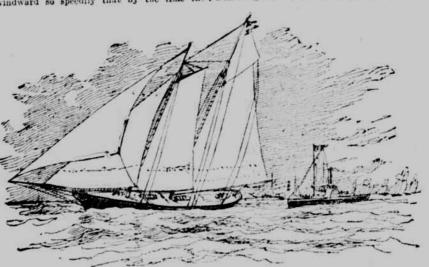


THE AMERICA CROSSING THE OCEAN UNDER PILOT RIG.

tons; the Duke of Mariborough's schooner Wyvern, 205 tons; the Marquis of Conyngham's schooner Constance, 21s tons; Sir H. B. Hoghton's schooner Gypsy Queen, 160 tons; Lord A. Paget's cutter Mona, eighty-two tons; J. L. Cragie's cutter Volante, forty-eight tons; A. Hill's schooner Ione, seventy-five tons; T. Chamberlayne's cutter Arrow, eighty-four tons; J. Weld's cutter Alarm, 193 tons; G. H. Acker's schooner Brilliant, a three-master of 392 tons; B. H. Jones's cutter Bacchante, eighty tons; W. Curling's cutter Freak, sixty tons; H. S. Fearon's cutter Eclipse, fifty tons; T. Le Merchant's cutter Eclipse, fifty tons; T. Le Merchant's cutter Aurora, forty-seven tons, and the America, which was put down on the entry list as of 170 tons. The America was the last yacht to get of. She ran wing and wing, her mainsail out on one side and her foresail on the other, and seem passed through all of the fleet except the leading boats, which were Beatrice, Aurora, Volante and side and her foresail on the other, and seen passed through all of the fleet except the leading toats, which were Beatrice, Aurora, Volante and Arrow. Finally the American, by a good deal of dodging to avoid furling, managed to get past these leading boats. The breeze was freshening steadily, and by the time No Man's Land buoy was turned it was blowing a good six-knot breeze The Yankee boat, with the wind free, had don just what had been expected by her owners and feared by the English, and shown her great superiority over her competitors.

EXCELLENT WINDWARD WORK.

COMMODORE STEVENS'S EFFORTS. Commodore Stevens tried his best to get a match ment clause has been construed to allow great liberty in the matter of arranging races for the cup, but Commodore Stevens tried his best to get a match failed. He posted in the Royal Squadron's castle a challenge to sail the America against any British vessel whatever for from one thousand to ten thousand guineas in a six-knot breeze, and threw down When the race for the Royal Squadron's Cup was over and the victory won the British yachtsmen did not attempt as a rule to deny that the America was the best boat of all those assembled at Cowys. There were a few pig-headed people, as there all would have to be sent contained to the contained t proved that she was equally proficient, and soon was a good distance ahead of the nearest yacht and two miles to windward of her. She worked to windward so speedily that by the time the



THE AMERICA BEATING THE ENGLISH FLEET.

days, and had no foretopmast and no jibboom until just before the race. Before the race she had a jibboom fitted so that she could carry a flying jib. Just before passing St. Catherine's her jibboom carried away, much to the satisfaction of "Old Dick" Brown, her sailing master, who did not believe in a flying jib for windward

work.

The America had a large and well-trained crew on board, and the wreckage was speedily cleared away. By the time the America passed the Needles, those waveworn rocks which guard the western entrance to the Solent, and Southampton waters, the nearest boat, the Aurora, was about eight miles astern, and the rest of the fleet not in sight. The wind now became light again, and though the America passed the Needles at

Point was reached there was not a yacht in t that they could build a boat in three months that

Point was reached there was not a yacht in sight from her decks. The wind now died down, and a strong head tide was encountered, against which the America made little headway. This gave the fleet, which had not yet caught the full strength of the tide, a chance to crawl up on her. The little cutter Aurora and the cutter Arrow nearly caught up with the America, though the rest of the fleet was still a safe distance astern.

At St. Catherine's the Arrow went aground and was out of the race, but the little Aurora still held on, and, her size considered, did excellently with the America. The wind now began to freshen again, and the America drew rapidly away from the cutter. After getting by St. Catherine's the America had a leading wind, and casing off her sheets flew rapidly up toward Cowes. The America had gone over under pilothout rig, or as pilotboats were rigged in those days, and had no foretopmast and no jibboom days, and bad no foretopmast and no jibboom days, and bad no foretopmast and no jibboom days, and had no foretopmast and no jibboom days, and had no foretopmast and no jibboom days, and bad no foretopmast and no jibboom days. The first packed the call building also, and so far the

A CONTEST OF THE BEST TYPES. In that first race the America, which was unin their different types the best of British skill. The best of each nation came together, and the best of the Americans was proved beyond doubt to be better than the best of the British. The en w of the America also showed the British what them the necessity of skill and discipline in prices, and only 'hay-seeders' pay big and exorbitant yacht racing, a lesson which they learned rapidly and well. No yacht in the race at Cowes was handled so well as the America, so far as the crew

was concerned. 5:40 o'clock, it was 8:37 o'clock before she dropped her anchor, a winner, off the Royal to Englishmen, who do not take kindly to that Midway Plaisance is well worth spending two hours a Yacht Club's castle at Cowes. The Aurora got in at \$1.75 o'clock. The America's time in the race was 10 hours 37 minutes.

The America's time in the London Punch' published a cartoon representing twenty and good from any part of Chicago proper. It would not advise any one to locate on the North race was 10 hours 37 minutes.

The only bet made on the race which has come down in history was one made by Henry Steers, the designer of the America, with Ratsey, a celebrated yacht builder in those days. Ratsey made the new jibboom for the America, and bet him the price of the spar that the America would be beaten.

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hulls borne by canvas wings over tumbling seas, so long shall the memory of that first race at Cowes endure.

THE BOATS ARE ALL READY. YACHTSMEN HAVE OPENED THE SEASON-IN-

TERNATIONAL RACE NOTES. The two most interesting opening sails of the many which took place on Memoriai Day were those of the Atlantic and Brooklyn Yacht Clubs, for in those the two new schooners, Emerald and Loyal, took part, and everybody was anxious to see how they sailed. There was a better opportunity to judge of what the Emerald will be than there was of the Loyal's prospects as a fast boat, for the Emeraid sailed in pects as a fast loot, for the Emeraid salied in com-pany with the Iroquois and the Loyal sailed alone. Neither boat is yet in sailing trim, but they both gave evidences of possessing more than ordinary speed. The Emeraid is going to be a remarkably fast boat from all appearances. She is not pretty to look at, but any boat which develops great speed becomes handsome in time. When the Gloriana first came out she was not regarded as a beauty, but before the season was not regarded as a beauty, but before the season was over she came to be regarded as one of the most graceful craft affoat. In the Emerald J. Rogers Maxwell has undoubtedly added another to his long list of successes as a yacht designer. It is rather a remarkable thing that a business man, the president of a great railway corporation, should be able in his left-stre hours to design such boats as Mr. Maxwell has designed. Only four professional designers in this country can be called his equals, possibly only three. The Emerald will probably be in good salling condition by the time of the Corinthian Yacht Clubs race on July 17, though even then it will be a little early for her to appear at her best.

Over on the other side they seem to have gone in for extremely light construction this year, and have carried the struggle to gain something by a reduction of weight to a dangerous point. The British in past years have said many hard things concerning the flimsiness of construction in American yachts. turn about is fair play. Over here we have stendily been gaining in respect of solidity of construction. American yachtsmen have learned that it is not good policy to carry lightness of construction beyond a point where strength has to be sacrificed to it. Just as the lesson has been learned here it has been unlearned in Engiand, "The London Field," in speaking of recent racing on the solent, says: "The bandbox style of construction was severely tried, and bandbox style of construction was severely tried, and in one or two cases with something very like collapsing sides. We hope a lesson has been learned, and that the craze for gaining a trifle out of a pound or two reduction in weight will be medified in consequence." Even the big boats built for international racing on the other side do not seem to be any too strongly put together. In the recent regattas of the Royal Thames Yacht Club the Valkyric carried away her topmast in the first race, and the Callina carried away her mast at the start in the third day's racing-

The Navahoe is now ready for her trip across, and it is expected that she will sail in about ten days. The alterations in the ballast of the beat have been successfully made, but it was a job which took time. skill and patience. The lead which was taken from her inside had been practically run in solid, and had to be chipped out by hand with a mallet and chisel. There were twenty tons of this, and progress was slow in spite of the large number of men employed. Mr. Carroll was present every day while the yacht was on the ways at East Providence, and personally su-pervised the work. The trouble with the crew of the pervised the work. The trouble with the crew of the Navahoe was of short duration, the piaces of the men who left the yacht being easily filled. How the change of ballast will affect the Navahoe's speed is not definitely known. The alterations are said to have been a success. One thing is certain; if it would not have been proper to make them. Herreshoff would not have ordered them. To beat the Britannia the Navahoe needs to be an extremely fast boat, and such she undoubtedly is.

tortal advocating some arrangement whereby the Bri-tannia can be sent over here in place of the Valkyrie to race for the America's Cap. Suggestions of a like nature have been rife lately in papers not familiar nath processes of arranging international races. Some papers have suggested that the new yachts on the other side sail trial races, and the fastest one be sent over. By those familiar with international yacht racing, all such suggestions are, of course, received with a smile; but there are evidently many who have no idea of how such races are arranged, of the vast the laws governing them. A race for the America's Cup cannot be arranged offhand. It took three months of correspondence to arrange the race with Lord Dunraven, and the predminaries of few races for the cup have been settled sooner. The cup is held by a trust deed which requires certain things to be done regarding challenges for it. The mutual agreecould not possibly be construed to allow the substitu-tion of another boat for the one in behalf of which a club has challenged. A club challenges for the rup. rives the name of the boat which will represent it, the name of the owner, and certain dimensions of the name of yacht and dimensions, us required by the because the deed of gift expressly stipulates that when a challenge for the cup has been accepted, "no when a challenge for the cup has been accepted, "no other challenge can be received until the pending event has been decided." But suppose the Royal Yacht Squadron wanted to withdraw its challenge for the Valkyrie, so as to have it out of the way. It is highly improbable that the New-York Yacht Club would consent to it. Four boats are built or building to meet a boat of a certain specified size. It would be inantifestly unfair to accept in its place a boat of another size, even if there were no great difference. But granting, which is impossible and absaud, that such a witndrawal should be asked and granted; then, under the deed of slift, the Royal Yacht Squadron would have to give a ten months' notice of its new challenge. It is true that the notice may be valved if the challenged club see fit, and the same terms be given to the Britannia as were given to the Valkyrie, but that would carry with it the penaltring clause of fue challenge which would make a race on fair terms with the Britannia impossible, and any formulation of new arrangements would involve long correspondence, if, Indeed, any race could be arranged at all without giving us time to build new boats to meet the challenger. These are only a few of the obstacles in the way. The Valkyrie and she only can race for the America's Cup this year. The cup, by the way, was never "generously awarded to the peepless America by the Prince of Wales's royal mother," as is so frequently stated. It was a cup offered for competition by the yachts of all nations by the Royal Yacht Squadron. Neither are the Valkyrie and Britannia "on the same lines and model," as they say "down East," "not by a jugful." other challenge can be received until the pending event has been decided." But suppose the Royal

COST OF A TRIP TO THE WORLD'S FAIR.

FOR A MARRIED COUPLE IT WOULD BE \$200 BUT A BACHELOR CAN MAKE IT ON 675. Ex-Alderman Simeon T. Smith, of Jersey City, the

well-known Republican leader of Hudson County, has just returned from a trip to the World's Fair. He is relating his experiences at the Fair to his friends, telling of the cost of the expedition.

"It is a mistake," said he, "to think that one

cannot visit the Fair without a good fat bank account. Let us start from New-York, say, and see what the cost is. Take the limited train on either of the roads, and the cost there and back is as follows: 

Expenses on train
Room in Chicago, fourteen days
Expenses in Chicago, fourteen days

"This includes board in Chicago and expenses on cars in returning, and on the best train white goes there. There are plenty of good and comfortable hotels or private houses within fifteen to twenty minutes of the Fair grounds where one can get a comfortable room for \$1.50 a day, and meals on the grounds will cost as much more a day. There are restaurants, and respectable ones, too, where cold meats and bread and butter may be had for 30 cents, sandwiches for 10 cents and coffee or tea for 10 toubtedly the best production of yacht designing cents, and good at that. These restaurants are on skill in this country at the time, sailed against the Midway Platsance. Three of us at the restaurant in the Electrical Building had one tenderion steak, one brolled whitefish, cup of coffee, cup of tea, fried potatoes, with bread and butter, and all for \$1 50. It was a good square meal for three, cooked and

served well. "My experience in and around Chicago and the Fair grounds and buildings was that one can get American sailors were like, and impressed upon all and any accommodations at fair and reasonable prices or are swindled. A man and his wife can go from New-York City on the best trains, with the best accommodations, remain fourteen days in Chicago in good quarters, go to the Fair grounds ten days, see more than they ever saw before or are likely to see

NATIONAL GUARD AFFAIRS.

THE TACT OF THE TTH REGIMENT OFFICERS-OPENING OF THE STATE CAMP- A COURT-NARTIAL TO TRY CAPTAIN COBIN.

Everybody is complimenting the officers of the 78h Everybody is complimenting the officers of the 7th Regiment on their wisdom in avoiding complications about the parade in honor of the royal visitors in Central Park. The arguments for and against having the review on the meadow have nothing whatever to do with the decision of Colonel Appleton and those associated with him. They simply saw that the proposition was opposed by a good many people who were evidently sincere in their opposition, and they were too public spirited to have unpleasant feeling in the matter when it could be avoided. This action brought a speedy termination to a discussion which gave arithmen of becoming somewhat heated.

gave evidence of becoming somewhat heated.

The State Camp will be opened on next saturds by the 23d Regiment of Brooklyn, and the following week the 7th Regiment will go to Feekskill. "The The Regiment Gazette" prints some fatherly advice for the members of the regiment who will go up the Hudson with the organization. The wisdom of the hints given cannot be questioned in the main, and the statements of facts are correct generally. one or two assertions, which are perhaps unimportant, are slightly inaccurate. For example, "The Gazette"

"Writing materials, particularly ink, or cigare, cigarettes or tobacco need not be carried. They com



MAJOR CHARLES S. BURNS.

be procured in camp. There is no malaria at Ros Hook, and the drinking water is excellent. Consequently there is no legitimate excuse for bringing flasks or bottles of medicine, which, in case of actual need, can easily be had." Plenty of cigars and cigarettes can be secured, but

nothing in the shape of tobacco, except "chewing," can be bought on the grounds. This is not important, perhaps, and yet considerable comfort might be lost by the want of a little tobacco to fill a pipe after dinner. As to "medicine," it is not probable that the suggestion of "The Gazette" will be accepted to a great extent. A sketch of Major Charles S. Burns, of the 12th

Regiment, whose picture is printed this week, was given recently in this column. He takes the place of the additional major provided for by the new code

of the additional major provided for by the new to conform to the new drill regulations.

After an exceedingly close election Captain Francis was elected the new major of the 71st Regiment. The vote stood twelve in his favor and eleven against him. An election for another major in the place of Major Dowrs, who was recently elected lieutenant-colonel, will be held on Tuesday evening. Captain Clinton B

will be held on Tuesday evening. Captain Clinton B. smith, of the Harlem Company, is the most prominent candidate mentioned for the place, but there is talk of an opposition ticket. Captain Smith was among those who opposed the election of Captain Francis, and no doubt the compliment will be returned now by the supporters of the new major.

A general court-martial will convene at the 22d Regiment armory to-morrow night for the purpose of trying Captain 1. J. Cobin, of the 71st Regiment, on a charge of enlisting a recruit under the legal age and changing the age on the surgeon's certificate. The charges are made by Colorel Greene. The court is composed of Captain George E. B. Hart, 22d Regiment: Captain David Wilson 2d Battery; Captain Frank Keck, 71st Regiment: Captain B. C. Caytor, 13th Regiment, and Captain E. B. Ives, signal officer. Major H. S. Van Duzer, judge-advocate, will present the case to the court.

## ARMY NOTES OF INTEREST.

An Army officer of high rank said only a month ago that President Cleveland would find it difficult to get Army officers to accept details as Indian agents: that no valuable officer in the Army would choose such a detail if the matter were left to his choice, as it would take him away from his proper field for which he had been educated, isolate him from his co in the Army, put his family in undestrable places, in the Army, put his family in undesirable places, and bring him in contact with uncongenial and often loatisome characters, both white and red. Secretary Lamont recently determined to find out how nearly true this statement was, and in response to his order several commandants of posts have reported a list of officers from whom could be selected a few suitable for service as Indian axents. The willingness of officers to take such details was inquired into, and, although a few were found ready to undertake the service, the general sentiment of officers was reported to be against it, unless the whole business of the Indian Bureau should be transferred to the War Department.

Officers of the Army assume that to be detailed into the service of the Indian Bureau of the Interior Department is a different thing from performing Army duty under the direction of higher Army authority. They also argue that if the President finds it imposs to select honest and capable men from the 5,000,000 or more who voted for him for such duty, and if, for that or any other reason Army officers should be preferred, the country ought to give them extra com-pensation for their efficiency, as it does the officer who is detailed as engineer commissioner at Washingwho is detailed as engineer commissioner at Washington. They believe, however, that the Army should be maintained as a fichting force; and should not be used, even in time of peace, as a civil agency; and that it should be kept out of political and commercial causts of all sorts. There are others who suggest that Secretary Lamont scratinize the rell of 607 retitred officers of the Army, and detail those who are physically and mentally qualified for such duty as indian agents, giving them the full pay of the active dist, or the addition of the difference between retired and active duty pay. This would be a saving of a considerable amount of money to the Government now paid to indian agents from civil life while keeping the retired list unemployed.

The proposed competitive trials of rapid-firing guns for the Army will not take place until fall, probably the latter part of October, and then at Sandy Hook. Major Clifton Comly, president of the Ord-nance Board in this city, has submitted to the chief of the Bureau, at Washington, a scheme for the trials. It is certain that the Driggs-schroeder, the trials, and the Scabury guns will be entered in the trials, and the probability is that the Sponsel gun will also be in the competition. The trials were to take place a month ago, but a postponement was necessary because several of the weapons to be tested were sent to the Chicago Exhibition with the exhibit of the Government. The tests are to be most thorough, and a specific number of rounds will be fired at each of the various ranges up to 3,000 yards. Rapidity of firing, as well as accuracy, will be an important part of the test. Hotchkiss and the Scabury gons will be entered in the

First-Lieutenant John B. Bellinger, of the 5th Cavalry, who has been in charge of the sub-depot and recruiting rendezvous at No. 11 Abingdon Square for a short while, has been detached from that duty, and ordered to join his regiment at Fort Reno. His successor is Captain Jerauld A. Climsted, of the 9th Cavalry, who has been on recruiting duty at Newark. First-Lieutenant John B. Bellinger, of the 5th Cav-

The recent death of Colonel David C. Houston, in this city, has brought fortunate promotions in the Engineer Corps, to Lieutenant-Colonel G. H. Elliot, now on duty at Washington; Major Amos Stickney, Captain Thomas Turtle, First-Lieutenant H. F. Hodge and Second Lieutenants W. V. Judson and C. S. Bronand second-Lieutenants W. V. Judson and C. S. Browell. If the new cadets at the Military Academy, think it is not worth while trying to get into the Engineer Corps they would better ask some of the class-mates of Lieutenant-Colonel Stickney, several of whom are captains only in the artillery. Major Turtle has classmates who are a half-hupdred down on the list of captains in the cavalry, and Captain Hodges has some classmates who are over 200 down the list of lieutenants of infantry.

Army officers have taken an unusual interest in the preceedings of the Presbyterian General Assembly at Washington, and more especially in the report advising members of the Church not to become either officers or soldiers. It charged that "gambling is unchecked by either law or regulation; the post exchange canteens are provocative of drunkenness, and the present mode of barrack architecture, in which a large number of soldiers occupy one room, is exceedingly unfortunate for moral and Christian soldiers, who are surrounded by all sorts of vices, indecencies and degradations." The allegations made are declared by officers to be absolutely unfrue and libelious, and they regret that any denomination should take steps to discourage worthy young men from entering the Army because each soldier is not provided with a private sleeping room. officers or soldiers. It charged that "gambling is un-

Chicago in 20 hours by the New-York Con